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50X1-HUM

CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

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SECURITY INFORMATION

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Enclosure: 1 report (2 pages)

TO: Air

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STATE		ARMY		NAVY		AIR		FBI		AEC				

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GERMANY (Russian Zone)

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AIR/MILITARY

(1) Departure of S.A.F. from WELZOW
(2) Departure of S.A.F. from BRIESEN/BRAND
(3) Go-Slow at DREWITZ and ROTHENBURG

WELZOW AIRFIELD

1. All aircraft and flying personnel of the S.A.F. left WELZOW airfield between 27 June and 1 July 1953.

2. The A.A. unit left on 9 to 12 June 1953.

3. The airfield is now only occupied by 6 officers and 50 ORs, all of whose Shoulder boards are black with red piping. In addition there are 20 watchdogs: 18 are of Alsatian type and 2 of mastiff type. 50X1-HUM

[redacted]

5. [redacted] events [redacted] as follows:-

(a) By land 9-12 June — Heavy (8.5 cm) A.A. followed by light A.A. left WELZOW by rail in 40 to 50 open trucks with low sides and closed cattle trucks in the direction of COTTBUS via PETERSHAIN. Morale of departing troops low. Many declared their desire to remain in GERMANY. There were 20 men to a truck, carrying personnel, these were fitted with bunks in tiers on each side. 50X1-HUM

18 June — During the evening hours [redacted] airmen armed with tommy guns left for an unknown destination, assumed to be COTTBUS. Their return was not observed. 50X1-HUM

(b) By air 22 June — Four unidentified piston-engined aircraft similar to, but larger than, an ME.110 landed. They had radial engines, nose and mid-upper turrets and a 1 [redacted] high vertical rod with a fist-size ball at the top on the upper surface of the aircraft behind the pilot's position. [redacted] All had red stars bordered with a narrow white strip on the side of the fuselage. 50X1-HUM 50X1-HUM

25-26 June — The aircraft based at this airfield practised take-off and landings.

27 June 0600-0630 hours — Between eight and ten IL 28s left singly at ten minute intervals in an easterly direction.

28 June 0600-0700 hours — A further eight to ten IL 28s left in a similar manner to those on the 27th. Meanwhile the four piston-engined

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aircraft of the 22nd flew circuits.

29 June — The remaining IL 28s left during the day at long intervals.

1 July — The two LI 2s and the four arrivals of 22 June left at irregular intervals between 1000 and 1100 hours.

6. Equipment and Personnel

The remaining equipment, [redacted] vehicles and personnel left as follows:- 50X1-HUM

27 June — A total of about 60 trucks, flatcars and tank [redacted] left during the night of the 27th June. 50X1-HUM
The transport consisted of approximately: 50X1-HUM

[redacted] trailers of estimated 3,000 [redacted] capacity.

30 flatcars with vehicles

15 trucks with flying safety equipment such as beacons, starter batteries, cranes.

15 trucks with personnel: each truck was estimated to carry 20 airmen.

28 & 29 June — Two further transports of approximately the same composition left during the nights of 28th and 29th June. 50X1-HUM 50X1-HUM

30 June — The fourth and final transport [redacted] left during the night of 30th June. The composition was approximately 10 [redacted] trailers, 2/3 trucks with flying safety equipment and about 27 trucks each containing some 20 airmen. There were [redacted] to be several trucks with ammunition stores. 50X1-HUM 50X1-HUM 50X1-HUM

7. In addition to the [redacted] trailers, the first three transports each included fuel tanks which had been dug up; the measurements were estimated to be 5 [redacted] long by 2½ [redacted] diamter. The fourth transport included two (2) of these tanks.

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BRIESEN/BRAND AIRFIELD

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8. [redacted] all S.A.F. aircraft, personnel and equipment had also left BRIESEN/BRAND airfield at the same period.

DREWITZ and ROTHENBURG AIRFIELDS

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9. [redacted] workers at DREWITZ and ROTHENBURG airfields were staging go-slow strikes to enforce release of colleagues arrested as a result of the June 17th demonstrations.

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